2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
105

Town of Clifton Forge

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Town of Clifton Forge

Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Clifton Forge																
				From: WCL Clifton Forge												
60 64	1.55	See I-64 for directional traffic volume estimates for this segment.														
Combined Traffic:		**14000**	**F**	72%	1%	2%	1%	24%	1%	F	0.076	F		14000	F	
				To: ECL Clifton Forge												
				From: WCL Clifton Forge												
Bus 60 Ridgeway Street	0.27	**8700**	**F**	96%	0%	1%	2%	1%	0%	F	0.088	F	0.646	8800	F	2002
				To: 6Th St												
				From: 6Th St												
Bus 60 Ridgeway Street	0.61	**9600**	**F**	96%	0%	1%	2%	1%	0%	C	0.093	F	0.622	9700	F	2002
				To: Roxbury St												
				From: Roxbury St												
Bus 60 Ridgeway Street	0.14	**5900**	**F**	96%	0%	1%	2%	1%	0%	F	0.101	F	0.635	6000	F	2002
Combined Traffic:		**10000**	**F**	97%	0%	1%	1%	1%	0%	F	0.101	F	0.635	11000	F	
				To: Commercial Ave												
				From: Commercial Ave												
Bus 60 Ridgeway Street	0.07	**5900**	**N**	96%	0%	1%	2%	1%	0%	N	0.101	N	0.635	6000	N	2002
Combined Traffic:		**11000**	**N**	97%	0%	1%	1%	1%	0%	N	0.101	N	0.635	11000	N	
				To: Main St												
				From: Ridgeway St												
Bus 60 Main Street	0.26	**7100**	**F**	97%	0%	1%	1%	1%	0%	C	0.091	F	0.512	7200	F	2002
				To: B St												
				From: B St												
Bus 60 Main Street	0.06	**7100**	**F**	97%	0%	1%	1%	1%	0%	F	0.079	F	0.501	7200	F	2002
				To: US 220 Bus												
				From: US 220 Bus												
Bus 60	0.87	**6000**	**F**	98%	0%	1%	1%	1%	0%	C	0.099	F	0.535	6100	F	2002
				To: ECL Clifton Forge												
				From: Ridgeway St												
Bus 60 P Roxbury Street	0.05	**6900**	**F**	97%	0%	1%	1%	1%	0%	F	0.09	F	0.956	7000	F	2002
Combined Traffic:		**0**	**F**								NA			0	F	
				To: Kesswick St												
				From: Roxbury St												
Bus 60 P Kesswick Street	0.14	**4500**	**F**	97%	0%	1%	1%	1%	0%	C	0.085	F		4500	F	2002
Combined Traffic:		**10000**	**F**	97%	0%	1%	1%	1%	0%	F	NA			11000	F	
				To: Main St												
				From: Kesswick St												
Bus 60 P Main Street	0.07	**4600**	**F**	97%	0%	1%	1%	1%	0%	F	0.085	F		4600	F	2002
Combined Traffic:		**11000**	**N**	97%	0%	1%	1%	1%	0%	N	0.101	N	0.635	11000	N	
				To: Ridgeway Street												
				From: WCL Clifton Forge												
East 64	1.55	**7100**	**F**	72%	1%	2%	1%	23%	1%	F	0.076	F		6700	F	2002
Combined Traffic:		**14000**	**F**	72%	1%	2%	1%	24%	1%	F	0.076	F		14000	F	
				To: ECL Clifton Forge												
				From: WCL Clifton Forge												
West 64	1.55	**7300**	**F**	72%	1%	2%	1%	24%	1%	F	0.071	F		6900	F	2002
Combined Traffic:		**14000**	**F**	72%	1%	2%	1%	24%	1%	F	0.076	N		14000	F	
				To: ECL Clifton Forge												
				From: RIDGEWAY ST												
188 Bus 60 P Main Street	0.07	**4600**	**F**	97%	0%	1%	1%	1%	0%	F	0.085	F		4600	F	2002
Combined Traffic:		**11000**	**N**	97%	0%	1%	1%	1%	0%	N	0.101	N	0.635	11000	N	
				To: KESSWICK ST												
				From: US 60 Par, Keswick St												
188 Main St	0.05	**340**	**F**	99%	0%	0%	0%	0%	0%	F	0.11	F		360	F	2002
Combined Traffic:		**0**	**F**								0.11	F		0	F	
				To: McCormick Blvd												
				From: Main St												
188 McCormick Blvd	0.07	**360**	**F**	99%	0%	0%	0%	0%	0%	F	0.108	F		380	F	2002
Combined Traffic:		**0**	**F**								0.108	F		0	F	
				To: SR 188 Par, Church St												

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Clifton Forge																
				From: SR 188 Par, Church St												
188 McCormick Blvd	0.23	**920**	**F**	99%	0%	0%	0%	0%	0%	C	0.097	F	0.598	970	F	2002
				To: Lafayette St												
				From: McCormick Blvd												
188 Lafayette St	0.07	**310**	**F**	99%	0%	0%	0%	0%	0%	F	0.1	F	0.557	320	F	2002
				To: Rose Ave												
				From: Lafayette St												
188 Rose Ave	0.22	**680**	**F**	96%	0%	2%	1%	1%	0%	C	0.106	F	0.513	720	F	2002
				To: Tremont St												
				From: Rose Ave												
188 Tremont St	0.03	**680**	**F**	96%	0%	2%	1%	1%	0%	C	0.106	F	0.513	720	F	2002
				To: Sioux Ave												
				From: Tremont St												
188 Sioux Ave	0.17	**680**	**F**	96%	0%	2%	1%	1%	0%	C	0.106	F	0.513	720	F	2002
				To: 105-3351, I-64, Sioux Ave												
				From: MAIN ST												
Bus 188 P 60 Ridgeway Street	0.07	**5900**	**N**	96%	0%	1%	2%	1%	0%	N	0.101	N	0.635	6000	N	2002
Combined Traffic:		**11000**	**N**	97%	0%	1%	1%	1%	0%	N	0.101	N	0.635	11000	N	
				To: US 60 BUS COMMERCIAL AV												
				From: US 60 Bus Commercial Ave												
188 P Church Street	0.05	**2200**	**F**	97%	0%	1%	1%	1%	0%	F	0.096	F	0.650	2300	F	2002
Combined Traffic:		**0**	**F**								NA			0	F	
				To: US 60 Bus McCormick Blvd												
				From: US 60 Main Street												
188 P Commercial Ave	0.06	**3900**	**F**	97%	0%	1%	1%	1%	0%	F	0.094	F	0.705	4100	F	2002
Combined Traffic:		**0**	**F**								NA			0	F	
				To: Church Street												
				From:												
188 P	0.07	**2000**	**F**	97%	0%	1%	1%	1%	0%	C	0.119	F	0.779	2000	F	2002
Combined Traffic:		**0**	**F**								NA			0	F	
				To: SR 188												
				From: ECL Clifton Forge												
220 64	1.55			See I-64 for directional traffic volume estimates for this segment.												
Combined Traffic:		**14000**	**F**	72%	1%	2%	1%	24%	1%	F	0.076	N		14000	F	
				To: WCL Clifton Forge												
				From: SCL Clifton Forge												
Bus 220	0.70	**2700**	**F**	96%	0%	2%	1%	1%	0%	C	0.088	F	0.562	2700	F	2002
				To: US 60 Bus												
				From:												
Bus 220 Bus 60 Main Street	0.06	**7100**	**F**	97%	0%	1%	1%	1%	0%	F	0.079	F	0.501	7200	F	2002
				To: B ST												
				From:												
Bus 220 Bus 60 Main Street	0.26	**7100**	**F**	97%	0%	1%	1%	1%	0%	C	0.091	F	0.512	7200	F	2002
				To: RIDGEWAY ST												
				From:												
Bus 220 Bus 60 P Main Street	0.07	**4600**	**F**	97%	0%	1%	1%	1%	0%	F	0.085	F		4600	F	2002
Combined Traffic:		**11000**	**N**	97%	0%	1%	1%	1%	0%	N	0.101	N	0.635	11000	N	
				To: KESSWICK ST												
				From: MAIN ST												
Bus 220 Bus 60 P Kesswick Street	0.14	**4500**	**F**	97%	0%	1%	1%	1%	0%	C	0.085	F		4500	F	2002
Combined Traffic:		**10000**	**F**	97%	0%	1%	1%	1%	0%	F	NA			11000	F	
				To: ROXBURY ST												
				From: KESSWICK ST												
Bus 220 Bus 60 P Roxbury Street	0.05	**6900**	**F**	97%	0%	1%	1%	1%	0%	F	0.09	F	0.956	7000	F	2002
Combined Traffic:		**0**	**F**								NA			0	F	
				To: RIDGEWAY ST												
				From: ROXBURY ST												
Bus 220 Bus 60 Ridgeway Street	0.61	**9600**	**F**	96%	0%	1%	2%	1%	0%	C	0.093	F	0.622	9700	F	2002
				To: 6TH ST												
				From:												
Bus 220 Bus 60 Ridgeway Street	0.27	**8700**	**F**	96%	0%	1%	2%	1%	0%	F	0.088	F	0.646	8800	F	2002
				To: WCL Clifton Forge												

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Town of Clifton Forge																
(3550) Church Street	0.12	**NA**		From: 1SR 188-P Commercial Street To: 105-3553 Jefferson Ave							NA			NA		
(3550) Church Street	0.33	**1600**	**F**	From: Jefferson St To: A Street	99%	0%	1%	0%	0%	0%	C	0.093	F	0.679	1600	F	2002
(3551) Sioux Ave	0.25	**560**	**F**	From: SR 188; I-64 To: NCL Clifton Forge; 03-606	98%	0%	2%	0%	0%	0%	C	0.109	F	0.547	570	F	2002
(3553) Jefferson Ave	0.06	**2300**	**F**	From: US 60 Main St To: Church Street	97%	0%	0%	3%	0%	0%	F	0.095	F	0.6	2300	F	2002
(3553) Jefferson Avenue	0.21	**2000**	**F**	From: Church St To: Lowell St	97%	0%	0%	3%	0%	0%	C	0.095	F	0.631	2100	F	2002
(3553) Jefferson Avenue	0.15	**2000**	**F**	From: To: Kensington Ave	99%	0%	1%	0%	0%	0%	C	0.094	F	0.539	2000	F	2002
(3553) Jefferson Avenue	0.31	**1500**	**F**	From: To: Benton St	99%	0%	0%	0%	0%	0%	C	0.097	F	0.591	1500	F	2002
(3553) Jefferson Avenue	0.09	**1200**	**F**	From: To: Ingalls St	99%	0%	0%	0%	0%	0%	F	0.094	F	0.572	1200	F	2002
(3555) Ingalls St	1.15	**1000**	**F**	From: Main Street To: Jefferson Ave	99%	0%	0%	0%	0%	0%	C	0.098	F	0.55	1000	F	2002
"A" Street		**1600**	**F**	From: Church St To: US 60								0.101	F	0.668	1600	F	2002
"A" Street		**3000**	**F**	From: NCSX RR To: US 60 Main Street								0.084	F	0.556	3000	F	2002
Alleghany St.		**200**	**F**	From: 3rd St. To: 2nd St.								0.098	F	0.632	200	F	2002
Chestnut St.		**270**	**F**	From: Oak Hill Avenue To: ECL Clifton Forge								0.118	F	0.54	270	F	2002
Commercial Avenue		**370**	**F**	From: Revere St. To: I-64								0.072	F	0.509	370	F	2002
Jefferson Ave		**580**	**F**	From: Ingalls St To: Jackson Street								0.110	F	0.598	580	F	2002
Oak Hill Avenue		**1200**	**F**	From: US 60 To: Chestnut Street								0.102	F	0.64	1200	F	2002
Rose Ave		**1400**	**F**	From: Church St To: Lafayette St								0.087	F		1400	F	2002